

their posts in orderly fashion. Not a car was abandoned until its run was finished and it had been driven into the barn.

A conference which had been held in the afternoon in the office of Frank Hedley, vice-president and general manager of the Interborough, had resulted in such a decisive break that police and company officials had ample warning of what course the union men would take. While the traction employees were meeting uptown there was another sort of gathering in Chief Inspector Schmittberger's office in Police Headquarters. Here were present the inspectors in charge of all Manhattan and Bronx districts and those from the 8th and 16th districts in Brooklyn, which although the strike order does not extend to the B. R. T., may be the scene of trouble.

POLICE READY FOR ACTION

As the inspectors planned their campaign to suppress disorders, protect company property and facilitate the operation of the traction lines, every policeman in the city not on post and every detective was held in reserve for whatever emergencies the night might bring forth. There were 5,000 of them ready to be thrown out at a moment's notice to guard kiosks, platforms, power houses, trains and surface cars.

"We are ready," said Inspector Schmittberger. "All arrangements have been made so that service can continue with safety to the public and to the men operating the cars."

But the city's was not the only "police force" on the job. Three thousand strikebreakers—the company officials refer to them by courtesy as "emergency men"—were distributed at strategic points. They were in squads on subway and "L" platforms, and slept in companies in power houses and car barns, waiting the call to arms.

Shonts to Fight On

Theodore P. Shonts, president of the Interborough, and Mr. Hedley had established themselves in headquarters on the second floor of the Hotel Belmont. Room 282 had been turned into a private office. Into it Hedley and his operating staff of fifteen engineers retired to keep in touch with their menaced lines over a dozen telephones. All others were excluded.

As motormen, conductors and guards turned in their badges and bade au revoir to their goodby to their jobs, the news was flashed in to this Belmont headquarters. More cheering figures came, too, as superintendents and foremen reported that additional hundreds of men were signing those "master and servant" agreements which precipitated the strike.

Powerhouse Men Won't Quit

James L. Quackenbush, general counsel for the Interborough, announced the figures as they arrived. The most comforting came from H. E. Stott, superintendent of motor power, who sent word that every one of his 1,100 men had signed a contract. That means that so long as there are motormen to turn the controllers and guards to work the door levers there will be current to keep the wheels turning.

Three hundred and seventy motormen also were reported to have "signed on." These represent all but five subway motormen and all but eight of the regular force on the elevated lines.

"We have in our possession right now 9,264 contracts," said Mr. Quackenbush at 11 o'clock. "With those on the way to us, we'll easily have 9,500."

Mr. Shonts was highly pleased by the number of contracts signed. "It means a whole lot to us," he said. "The men who have signed are our skilled employees, the backbone of the service. The only ones who seem to be holding back are the guards and other unskilled workers."

President Shonts last night telegraphed to James T. Waddell, of Chicago, to leave at once for New York on a special train to take charge of the strike. Waddell had already 8,000 strikebreakers ready to man cars, he said.

That a gigantic mass meeting will probably be held to-night in Madison Square Garden was announced by Chairman O'Brien. He said that the committee was endeavoring to rent the Garden so that the employees of the surface car lines, as well as the elevated and subway employees, could attend.

At 1 o'clock this morning a meeting was held in Lyceum Hall for employees who were unable to attend the earlier meetings, so that they may be given an opportunity to voice their sentiments on the question of a strike. The hall remained open all night, and a meeting of the striking employees will be held at 10:30 o'clock this morning.

Labor Federation Pledges Aid

Hugh Frayne, representing the American Federation of Labor, aroused considerable enthusiasm when he pledged the support of the Federation to its utmost limit for the striking employees. He severely attacked the officials of the Interborough for attempting to place the men in bondage by the virtue of the contract the employees were forced to sign. He said that the Civil War was fought for the same principles of freedom.

"GARCIA" BEATS DEATH, THEN LUCK CHANGES

Cuban, Saved from Suicide, Arrested as Fugitive Forger.

For forty days doctors at Bellevue Hospital worked to save the life of Luis Garcia, who had attempted suicide in the Wallack Hotel by taking mercury. He was discharged cured, but never would reveal the reason he sought death.

Yesterday Garcia was walking down Beaver Street when some one tapped him on the shoulder. He started, and turned to see V. H. Barranco, special agent of the Cuban government.

"Your name?" asked Barranco. "Garcia,"

"Your name," repeated the special agent, "is Luis Garcia Prieto, and you fled from Santiago, Cuba, last June to escape prosecution for forgeries amounting to \$10,000. I've spent two months looking for you in Tampa and all over the South."

Garcia admitted his identity. He waived examination on extradition proceedings and was committed to the Tombs until Saturday, when he will be taken back to Cuba for trial.

How to Get Downtown If Strike Is Effective

If a strike becomes effective on the Interborough subway and elevated lines and the surface lines of the New York Railways Company (the green cars) the following lines will remain open:

THIRD AND AMSTERDAM AVENUE LINES—Post-office to Harlem via Third Avenue.

FIFTY-NINTH STREET CROSSTOWN.

TENTH AVENUE AND WEST STREET BELT LINE—West Fifty-ninth Street to Battery.

FORTY-SECOND STREET-ST. NICHOLAS AVENUE LINE—East and west on Forty-second to Thirty-fourth Street ferry to Long Island City; also to Tenth Avenue, Fifty-ninth Street, Amsterdam Avenue, 110th Street and Lenox Avenue.

TWENTY-EIGHTH AND TWENTY-NINTH STREET CROSSTOWN.

BROOKLYN AND NORTH RIVER LINE—Operating over Manhattan Bridge to Postoffice.

GRAND STREET—Grand Street ferry to Washington Street.

AVENUE B—Thirty-fourth Street ferry to Chatham Square.

CANAL AND GRAND STREET FERRY LINE.

KINGSBRIDGE LINE—Eighth Avenue and 145th Street to Broadway and 221st Street.

149TH STREET CROSSTOWN.

SECOND AVENUE LINE.

All the Bronx lines of the Third Avenue Company.

Uptown folk can get downtown in any of the following ways:

Ferry across the Hudson from Dyckman Street, 130th Street, Forty-second Street, Twenty-third or Desbrosses Streets to Jersey, down in Jersey trolleys or recrossing on downtown ferry lines.

Steamboat from 129th to the Battery, 132d to Canal, 129th to Forty-second or Twenty-third Street.

New York Central Railroad from 125th Street to Grand Central.

Hudson River, Putnam and Harlem divisions of the New York Central.

2,000 Cheering Men Vote Unanimously to Go Out

Committee Reports to Lyceum Meeting on Interborough's Refusal to Treat with Them and All Declare for Walkout.

Called to meet at 8 o'clock last night, it was 9 when the Interborough men, gathered in Lyceum Hall, in Eighty-sixth Street, ceased cheering William B. Fitzgerald to listen to P. J. O'Brien, vice-president of the Amalgamated Association. At the time there were 1,500 in the hall, which was rapidly filling to capacity.

"You are called," said O'Brien, big of frame and voice and minus coat and collar, "to hear the report of your committee appointed to take up the matter in dispute with the Interborough. You gave your committee full power to go ahead, but they have decided to report back to you men that you might make your own decision."

M. J. Curley, president of the union of Interborough employees, who had been conferring on the platform with P. J. Rooney, Louis B. Fridiger, Hugh P. Keegan, vice-president of the American Federation of Labor; George Keenan, vice-president of the Amalgamated; James H. Vahey, the Boston labor lawyer, and members of the committee, stepped forward, a sheet of paper in his hand.

Reports on Negotiations. "Brothers," he began, "O'Brien had succeeded in again obtaining quiet, on Friday, August 21, the employees of the Interborough Rapid Transit Company, at special meeting assembled at the Lyceum, adopted and passed a resolution authorizing this committee to make a further demand on the Interborough Rapid Transit Company for the return of the contracts of employment signed by the individual members, for the reasons stated in said resolution, and it further resolved that in the event of the failure of the Interborough to return same or in the event of their refusal to do so, that this committee is given full power, that is, authorized to declare a suspension of work on all the lines of the said Interborough Rapid Transit Company."

"On the 5th day of September, 1910, your committee, together with their spokesmen, Messrs. Fitzgerald, O'Brien, Shea and Fridiger, met in conference with Messrs. Hedley, Keegan and Quackenbush, the attorney, and, pursuant to the power and authority vested in us by said resolution, we requested and demanded the return to the men of said contracts of employment, upon the ground mentioned in the said resolution."

Foresee Long Litigation. "Mr. Hedley positively refused to return said contracts, and stated that each individual employee who desired to have his contract returned would have to go to court and have the same set aside. This, we have been informed by Mr. Fridiger, would be a long and tedious proceeding, and that appeals that would probably be taken to higher courts by the company in the event of success on the part of the individual member who brought the suit, would probably take years before a final determination would be had."

Seek Relations with Concerns on British Blacklist. Amsterdam, Sept. 6.—The Frankfort Chamber of Commerce recently petitioned Dr. von Bethmann-Hollweg, the German Imperial Chancellor, to publish the lists of foreign firms with which trading is prohibited by Great Britain, in order to enable German firms to develop relations with the blacklisted firms and encourage them after the war, the "Frankfurter Zeitung" says. The government complied with the request.

GERMANS TO TRADE WITH BANNED FIRMS

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L. R. T. SENDS OUT STRIKEBREAKERS

Continued from page 1

handles 3,000,000 patrons a day I feel it my duty to remain and take personal charge of the situation for two or three days at least, maybe longer," he said. "I am going to stay right here on the ground. We feel that we are 100 per cent prepared to meet the emergency."

Immediately after issuing his statement, Mr. Shonts and General Manager Frank Hedley hurriedly left the strike headquarters without giving an indication of where they were going.

They had hardly stepped into an elevator before a man came rushing excitedly up to the guards at the door and inquired for Mr. Shonts.

"I represent the Public Service Commission," he said. "Why, you passed Mr. Shonts in the corridor, a guard informed him. He turned and scurried down the corridor in pursuit of the Interborough president."

UNION LEADERS CHARGE TRICKERY THIRD OF POLICE FOR STRIKE DUTY

Interborough Agreed to Arbitrate All Cases, Say Car Men.

RIGHT TO ORGANIZE ALSO CONCEDED 5,000 PATROLMEN FORM SPECIAL UNIT

Six Hundred Swept Out with Demand Committees, Workers Declare.

The union leaders, who had been up the greater part of the night, resumed activities just after 7 o'clock yesterday morning when James H. Vahey, of Boston, general counsel for the Amalgamated Association, arrived in response to a hurry call. He went into conference with Fitzgerald and other leaders. Soon after Fitzgerald gave out a statement denying substantially all that Mr. Shonts had said the night previous and accusing the company of breaking faith.

Fitzgerald Accuses I. R. T. He declared that the Interborough had agreed to arbitrate, to allow the men to organize and to be represented by committees and spokesmen not employees of the company, and that Mr. Hedley had assured him that the treatment of the Interborough employees would be the same as that accorded the men on the New York Railways. In proof of this he referred to the stenographer's minutes of their meeting.

By this statement the union men, who were in the hall, began to arrive at the Hotel Continental to complain that they had been discharged because they insisted on wearing union buttons. They were told to report at the meeting in the Lyceum Hall, more than 100 such complaints were received before Fitzgerald, with several of his aids, went to a meeting of the green car men in Plaza Hall, Fifty-ninth Street, to these men, who were presided over by Thomas Conway, the case of the Interborough men was presented. The 500 present unanimously voted to stand by the Interborough men to the extent of a strike.

When Fitzgerald returned to his headquarters he found several scores of men waiting to report their dismissal from the Interborough. He said that he had a list of the names of the men who had been in the green car service.

Soon after this James L. Quackenbush announced that all of the committee which was on the preceding day had been dismissed from the Lyceum Hall, and that others had been dismissed for insubordination and other offences.

Sixty Carmen Ousted. "All told," said he, "we have discharged about sixty agitators. It is nearer of the Amalgamated, when the remark was repeated to him. 'This isn't a strike. It is rapidly becoming a lockout.'"

Fitzgerald, Vahey and Fridiger conferred with the New York Railways Company officials, and then issued a statement, which said:

"At the beginning of the conference Mr. Hedley was told by the spokesmen of the Interborough that the company had agreed to arbitrate, to allow the men to organize and to be represented by committees and spokesmen not employees of the company, and that Mr. Hedley had assured him that the treatment of the Interborough employees would be the same as that accorded the men on the New York Railways Company, and he was asked if this was true. His answer at first was merely that it had been discussed, and that he would be glad to discuss it at any time, suffice it to say that further questions were put to Mr. Hedley by the spokesmen for the committee, and answers received, the gist of which is as follows:

"That the officials of the company had discussed the advisability of obtaining written contracts of employment for a definite period from the employees of the Interborough Rapid Transit Company, and that the company had actually been set up in type and proofs had already been submitted to Mr. Hedley, which he had seen and read, but that he was doing nothing with them at the present time, although it was contemplated and expected that they would be circulated for signature in the future."

Delay Over Contracts. "He refused to state when or how soon in the future these contracts would be circulated, pleading that at the present time the general manager and vice-president of the company he did not know when it would be. In conclusion, Mr. Hedley admitted that the contract contemplated to be signed by the New York Railways Company employees was identical with the one circulated and signed by the Interborough employees."

"Mr. Hedley was then requested to grant a few minutes' adjournment of the conference so that the individual members of the committee and their advisers could confer, and it was the individual and unanimous opinion of every member of the committee that the company had been, and is, acting in absolute bad faith, in utter disregard of the agreement and spirit of the agreement of August 7, and contrary to the spirit in which they, the committee, had entered into and conducted the conferences, and they instructed their spokesman that it was their unanimous opinion that the conference should be brought to a close."

"Mr. Fitzgerald, then speaking for the committee, informed Mr. Hedley, in the language above set forth, of their decision and declared that the company had been, and is, acting in absolute bad faith, in utter disregard of the agreement and spirit of the agreement of August 7, and contrary to the spirit in which they, the committee, had entered into and conducted the conferences, and they instructed their spokesman that it was their unanimous opinion that the conference should be brought to a close."

"The company has brought this condition on itself. It has brought on a lockout. They have been advertising for strikebreakers. They have been trying to scare you men, to intimidate you, even by bringing in strikebreakers. You are not alone. You have the support of every member of the Amalgamated Association in the United States and Canada, moral and financial."

"You have nothing to fear. Before you get through the company will do as it did three weeks ago in the case of the green car men, take off its hat and bow in submission. The work has not yet begun. We want every employee of the Interborough to get into the Lyceum Hall, where they belong. Don't let them fall by the wayside. Pick them up and bring them into your organization."

O'Brien then introduced Mr. Fridiger, who, after reviewing the efforts of the committee to secure a settlement, reverted to the New York Railways men, who were in session thirty blocks away, awaiting the action of the meeting.

One Issue for All. "The New York Railways issue," he said, "is your issue. Their Hedley is your Hedley, their directors are your directors."

"An official of the Interboro," he went on, "says it is an evening paper, the strike is on. We will fight fire with fire. If they mean that as a threat, if they are going to use violence, it will not take long before the public and you men rise up in revolt. If they are trying to start with their violent talk burning anything it will be their own hands that will be burned."

Griffenhagen Buys Hotel. Former Sheriff Max Griffenhagen has purchased the South Shore Hotel, at Freeport, L. I. He will remodel the structure and have it ready for occupancy by next spring.

FOR SOMETHING TO EAT TAKES BOX OF SOAP SHONTS UPHOLDS GREEN CAR PACT

Youth Then Throws Ill Chosen Meal at Patrolman.

Says Men's Strike in Sympathy Breaks Mayor's Agreement.

BLAMES UNION FOR DIFFICULTY Will Protect the City, Employees and Patrons, He Declares.

Theodore P. Shonts, president of the Interborough, discussing the surface strike, said last night:

"Any strike on the green surface car lines will be direct violation of the agreement signed August 7 by me, officers with Mayor Mitchell and Chairman Straus, wherein it was provided: 'It is also agreed that all disputes that may arise between the company and the employees in the future, or which they cannot mutually agree, shall be submitted to arbitration as herein provided.'"

"The officers of this company had, in accordance with the agreement of August 7, received a committee of employees headed by officers of the union."

"That committee had presented serious requests. To some of these we had agreed, to others we had been drawn up. The fact was that we had determined to withhold any contribution of any contract for the present."

"The plain and simple issue is whether, because an outside union wants a supplant, and fasten itself upon the organization formed by 9,800 out of 11,000 of our men, the right of the overwhelming majority of our employees to make a contract satisfactory to them shall be destroyed."

"Any talk of refusing to arbitrate is simply an attempt to belabor an issue which is now presented to the people of New York very clearly."

"We feel convinced that the safety and efficiency of the railway service of this city are at stake, and we expect to do everything we legitimately can to protect our patrons, our employees and the excellence and continuity of our service."

Regarding the Interborough situation, Mr. Shonts issued the following statement before midnight: "The request to arbitrate the conditions, under which the 9,000 agreements were signed, came from a minority of the men, none of whom previously had signed. We have replied that the right of making a contract is guaranteed by the Constitution of the United States, and that the courts have established a defined procedure for determining when contracts have been entered into as a result of duress or fraud."

"In other words, if these contracts are not the result of the full exercise of a privilege of citizenship, it is necessary for us to agree to arbitrate. The courts themselves will maintain any such cases presented to them, and we must abide by their decisions."

"The court will likewise hold responsible any witness giving perjured testimony, a power not possessed by any lay arbitral tribunal who might be established."

"Nothing whatever has been done which by any chance could affect any respect the agreement of August 7."

"We stood ready to abide by the agreement in every particular and to arbitrate any questions arising out of it."

"Every one of our stores is open with the usual number of clerks," an official of James Butler, Inc., said. "We had a little trouble early this morning when the strikers tried to get our clerks to join them."

The strikers demand that their hours at least five days a week shall be from 7:30 a. m. to 6 p. m. They also demand a minimum salary of \$15 a week, with 1 per cent of the receipts for goods they sell, and that the employers recognize the union.

Whitman to Return to City if Needed in Car Strike

Rochester, Sept. 6.—When informed to-night that employees of the Interborough Rapid Transit Company of New York had declared a strike, Governor Whitman declined to comment on the merits of the dispute. He said, however, that the Adjutant General's office in Albany would quickly inform him of any request for militia to supplement efforts of the New York Police Department to preserve order, and that if he was notified he would leave for New York at once, although his present plans are to go to New York on Saturday.

The Governor was the principal guest at the Rochester Horse Show this afternoon and at a dinner at the Geneva Valley Club. He plans to speak at Albion to-morrow, at Rome on Friday and to go to New York on Saturday.

2,000 GROCERY CLERKS QUIT

Daniel Reeves, Inc., Reported Ready to Sign Union Agreement.

"Reeves is going to sign the agreement,"

Cheers and stamping of feet greeted this announcement yesterday afternoon at the headquarters of the Retail Clerks' International Union, 160 East Eighty-sixth Street. Seventy-five employees of the Daniel Reeves grocery stores were told by Arthur McLean, organizer in Manhattan, that their employer was willing to negotiate with a committee from the union.

Two thousand retail clerks in New York, the union officials assert, quit work yesterday morning in the strike directed against large chains of grocery stores, such as the Great Atlantic and Pacific Tea Company, James Butler, Inc., National Grocery Company, Daniel Reeves, Inc., Andrew Davy, Inc., Arctic Grocery Company and the New York Package Company.

Pickets were sent out immediately to enlist other clerks in the strike, which started in Jersey City and Bayonne last Saturday. A dozen small stores in Jersey cities have had to close.

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Wadsworth may be had if needed.



SCHINASI BROS.
NATURAL
The Original Egyptian Cigarettes

A quarter of a century ago Naturals were introduced in America by Schinasi Brothers.

They were the first cigarettes of good Turkish tobacco manufactured in this country.

Naturals caught on like a patriotic melody.

Because Schinasi Brothers made them just as the best of Egyptian cigarettes were made in Cairo—of the same fine, selected Turkish leaf that captures the palate of the Oriental smoker.

And Naturals are made now just as they were made then. They are the foremost 15c cigarettes.

For a Quarter of a Century,
Made in the Schinasi Way—
the Quality Way.

Schinasi Bros.